STAFF REPORT ON PETITION FOR ZONE MAP AMENDMENT PLN-MAR-24-00010: FAYETTE MHC, LP

DESCRIPTION OF ZONE CHANGE

Zone Change:	From a Single Family Residential (R-1D) zone To a Mobile Home Park (M-1P) zone
Acreage:	16.541 net (16.754 gross) acres
Location:	421 Price Road (A portion of)

EXISTING ZONING & LAND USE

PROPERTIES	ZONING	EXISTING LAND USE
Subject Property	R-1D/ M-1P	Mobile Home Park
To North	R-1D	Residential
To East	R-1D	Residential
To South	A-U/ R-2/R-3	Cemetery/ Residential
To West	M-1P	Mobile Home Park

URBAN SERVICE REPORT

Roads - The subject property fronts on Price Road, a two-lane collector roadway that runs between Leestown Road/ W. Main Street (KY 421) and Georgetown Street (KY 25). Tibbs Lane, St. Martins Avenue, and Dominican Drive are two-lane local roadways that stub into the subject property. The applicant proposes to provide connections to those roadways through a private street system. The applicant is also proposing to provide a connection to the private access easement system that serves the current mobile home park at 361 Price Road.

Curb/Gutter/Sidewalks - Price Road includes curb, gutter and sidewalks facilities north of the subject property, and across the road from the subject property. These facilities should be provided across the subject property's road frontage, as well as to serve the proposed internal roadways

Utilities - All utilities, including natural gas, electric, water, phone, cable television, and internet are available in the area, and are able to be extended to serve the proposed development.

Storm Sewers - The subject property is located within the Town Branch watershed. There are no FEMA Special Flood Hazard Areas on the properties or in the immediate vicinity. Storm sewers exist in this portion of the Urban Service Area.

Sanitary Sewers - The subject property is located within the Town Branch sewershed. The property is served by the Town Branch Waste Water Treatment Facility, located on Lisle Industrial Avenue, inside New Circle Road, and west of Leestown Road. The applicant indicates that this area is currently served by a pump station, and that there are plans to provide an easement on the subject property to install the infrastructure necessary to remove the existing pump station and upgrade the system. The petitioner will need to secure Capacity Assurance Program approval prior to the final development plan being certified.

Refuse - The Urban County Government serves this area with refuse collection on Thursdays.

Police - The subject property is located within the West Sector and are served by the West Sector Roll Call Center, located on Old Frankfort Pike, approximately one mile west of the subject property.

Fire/Ambulance - Fire Station #13 is located 2/3 of a mile southwest of the subject property, on Leestown Road.

Transit - This area is served by the Lextran Route #2, with outbound and inbound service at the intersection of Price Road and Florence Avenue, less than 200 feet from the subject property.

Parks - The subject property is adjacent to Whitney Young Park, which borders the subject property to the north.

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SUMMARY OF REQUEST

The applicant is seeking a zone change from Single Family Residential (R-1D) zone to the Mobile Home Park (M-1P) zone in order to expand the Suburban Pointe mobile home park.

PLACE-TYPE

ENHANCED NEIGHBORHOOD

The Enhanced Neighborhood Place-Type is an existing residential area to be enhanced with additional amenities, housing types, and neighborhood serving retail, services, and employment options. Development should be context sensitive to surrounding areas and should add to the sense of place. Incorporating multi-modal connections is crucial to neighborhood success and viability.

DEVELOPMENT TYPE

LOW DENSITY RESIDENTIAL

Primary Land Use, Building Form, & Design

Primarily attached and detached single-family homes of varying formats, including accessory dwelling units. Homogeneous neighborhoods that do not include a mix of housing types should be avoided. Low density residential is only appropriate as a component of "Enhanced Neighborhoods" and "New Complete Neighborhoods", and should be supplemented by a variety of uses and housing options to create sustainable places.

Transit Infrastructure & Connectivity

Multi-modal network connections, including connected streets, are required to keep an efficient transportation network that provides viable options for all users.

Quality of Life Components

These developments should include intentional open space designed to fit the needs of area residents, and be in walking distance of nearby neighborhood-serving commercial/employment uses.

PROPOSED ZONING

M-1P

The intent of this zone is to ensure that mobile home parks are located in residential areas near major traffic corridors, and are context sensitive to surrounding land uses. The development of such parks should include planned open space and pedestrian circulation. This zone should be established in accordance with the Goals, Objectives, Policies, and Development Criteria of the Comprehensive Plan.

PROPOSED USE

This petitioner is proposing to expand the Suburban Pointe mobile home park. The proposal includes an additional 52 mobile home rental lots, which are able to accommodate up to 4-bedroom mobile homes. The proposal will bring the overall park to a total of 601 sites, for an overall density of approximately 6.6 dwelling units per acre. The applicant is proposing several new amenities, including a dog park, basketball court, and other open community green space. The existing barn on the property is proposed to be retained as a facilities/ maintenance building, and the existing farm pond re-purposed as a detention basin.

The applicant is proposing to serve the site with a private road system that will provide roadway and sidewalk connections to existing stub streets at Tibbs Lane, Dominican Drive, and St. Martin's Avenue.

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APPLICANT & COMMUNITY ENGAGEMENT

The letter of justification submitted by the applicant states that the applicant has scheduled a neighborhood meeting to discuss the proposal; however, the meeting has not yet occurred. The applicant should provide information regarding the meeting and any comment provided by the neighborhood.

PROPERTY & ZONING HISTORY

The property at 421 Price Road was originally split zoned I-1 and R-2, and contained a 2,200 square-foot single-family residence that was constructed in 1910, as well as several agricultural structures. The front R-2 zoned portion of the subject property was included in a neighborhood-wide rezoning from the R-2 zone to the R-1D zone that occurred prior to the merger of the City and the County.

The adjoining parcel, 361 Price Road, was rezoned in 1960 from the B-3 zone to the M-1P zone in order to accommodate the current mobile home park use (MAR-60-6). In 1971, the rear I-1 zoned portion of the subject property was rezoned to the M-1P zone in order to expand the park (MAR-71-17).

COMPREHENSIVE PLAN COMPLIANCE

The 2045 Comprehensive Plan, Imagine Lexington, seeks to provide flexible yet focused planning guidance to ensure equitable development of our community's resources and infrastructure that enhances our quality of life, and fosters regional planning and economic development. This will be accomplished while protecting the environment, promoting successful, accessible neighborhoods, and preserving the unique Bluegrass landscape that has made Lexington-Fayette County the Horse Capital of the World.

GOALS, OBJECTIVES, & POLICIES

The applicant opines that they are in agreement with the adopted Goals and Objectives of the 2045 Comprehensive Plan. They opine that the expansion of the mobile home park will increase the overall density of the site, which currently contains one single-family residence (Theme A, Goal #1.b). The applicant states that the proposal provides housing that addresses demand from low and medium income individuals (Theme A, Goal #5.e). The applicant further states that the proposal meets goals relating to providing additional dedicated greenspace and recreational community amenities (Theme A Goal#3.d). Finally, the applicant states that the request meets several goals relating to connectivity, as it provides vehicular and pedestrian connections to existing stub streets, increasing circulation options within the neighborhood and providing a safer pedestrian experience (Theme A, Goal #3.b, Theme A Goal #4.c, Theme D, Goal #1.b).

Additionally, the applicant has indicated that the proposal meets several policies of the 2045 Comprehensive Plan. The applicant states that the internal circulation network promotes a pedestrian friendly street pattern design (Theme A, Design Policy #1 and #5). The applicant further states that the proposed roadway connections will make travel in the St. Martins neighborhood more efficient and provide quicker emergency response times (Theme A, Design Policy #2 and #13). Additionally, the applicant opines that the expansion of the existing mobile home park will allow for increased density in a manner that is consistent with the low-density residential character of the area (Theme A, Density Policy #2). Finally, the applicant opines that the request provides housing opportunities for lower and medium income individuals (Theme A, Equity Policy #4).

Staff agrees that the Goals, Objectives, and Policies of the 2045 Comprehensive Plan are being met with this request.

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PLACE TYPE, DEVELOPMENT TYPE, AND ZONE

In an effort to allow for the greatest contextual development of Lexington's Urban Service Area, applicants are asked to identify a Place-Type based on the location of the subject properties. Within each Place-Type there are recommended Development Types based on the form and function of the proposed development. Based on the Place-Type and Development Type there are also several recommended zones that are most appropriate based on the Goals, Objectives, and Policies of the Comprehensive Plan. While these zones are the ideal zoning categories to develop within a specified area, other zones may be considered, provided there is an appropriate justification addressing the unique situation and provided the development is able to adequately meet the associated Development Criteria.

The applicant has indicated that the site is located within the Enhanced Neighborhood Place-Type, and is seeking to utilize the property as Low Density Residential Development Type. The property is located within an existing residential neighborhood, which the applicant is seeking to improve with additional housing units. Within the Enhanced Neighborhood Place-Type, the Low Density Residential Development Type is a recommended Development Type, and is in keeping with the scale of the detached single-family residential development in the area. The applicant's proposed Mobile Home Park (M-1P) zone is not a recommended zone for the chosen Place-Type and Development Type. The applicant opines that the zone provides for low density residential development, and opines that the proposed roadway and pedestrian networks will work to improve the St. Martins Village neighborhood. Staff agrees that the applicant's chosen Place-Type, Development Type, and Zone can be appropriate at this location, given the adjacency of existing M-1P zoning and development.

DEVELOPMENT CRITERIA

The development criteria for a zone change are the distillation of the adopted Goals, Objectives, and Policies from the 2045 Comprehensive Plan. The development criteria for development represent the needs and desires of the Lexington-Fayette Urban County community in hopes of developing a better built environment. The applicable criteria are defined based on the proposed Place-Type and Development Type.

1. Land Use

Overall, Staff finds that the request meets the requirements for Land Use, as the request increases the density of an underutilized property (A-DN2-1), and creates a safer, more accessible neighborhood through the expansion of pedestrian facilities and the connection to existing stub streets (C-LI7-1).

2. Transportation, Connectivity, and Walkability

Staff finds that this request meets the requirements for Transportation, Connectivity, and Walkability, as the proposed development connects existing stub streets (A-DS-13-1) to create additional connectivity for the subject property, as well as the adjoining neighborhood. The proposal provides for accessible connections to the nearby transit stop (A-DS1-2), and creates a dedicated pedestrian network that creates new connections to the local park and educational centers (A-DS10-1). Sidewalks should be considered for Price Road in addition to those internal to the site.

3. Environmental Sustainability and Resiliency

The request meets the remaining applicable criteria for Environmental Sustainability and Resiliency, as the request does not impact any environmentally sensitive areas (B-PR2-1), increases the tree canopy (B-RE1-1), and provides additional connectivity to the nearby park (B-RE2-2).

4. Site Design

The request meets the requirements for Site Design, as the request provides an increase in the neighborhood oriented recreational space and amenities (A-DS9-1, D-PL4-1), and provides connections to existing stub streets (C-LI8-1).

5. Building Form

The request meets the requirements for Building Form, as the proposed development utilizes sidewalks and landscaping to provide a development that creates a pedestrian-friendly atmosphere, and provides connections to community oriented amenities (A-DS5-3).

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PARKING REVIEW

Under the requirements of the newly adopted Parking and Landscaping Zoning Ordinance Text Amendment, all "Significant Developments," or developments with over 5,000 square-feet of building coverage that require a Zoning Map Amendment, shall provide a Parking Demand Mitigation Study for the project that details the following information:

1. Review of national best practices for parking calculations for the project, including the current ITE Manual Parking ranges or the ranges produced by the ITEParkGen Report;
2. The anticipated parking demand for the project;
3. How the anticipated parking demand will be satisfied on-site or off-site;
4. The methods and strategies to be implemented in order to reduce vehicle trips by site users;
5. The methods and strategies to be implemented in order to promote transportation options by site users; and,
6. The projected mode share by site users from the utilization of the study's strategies.

Under the proposed development plan, parking for each site will be accommodated within their respective parking pads, typically with sufficient space to accommodate two vehicles. The applicant is also proposing a total of 46 overflow parking spaces, located near the amenity areas, bringing the overall projected parking spots to 150. As the number of bedrooms will vary based on the model of mobile home is chosen for each individual site, the applicant does not know what the final bedroom count of the expansion. The applicant states that at maximum build-out, the ITE Parking Manual recommends up to 260 parking spaces for the development. The applicant opines their proposed parking level is more appropriate than the ITE projection, and cites the nearby transit stop as an alternative transportation option.

STAFF RECOMMENDS: APPROVAL, FOR THE FOLLOWING REASONS:

1. The proposed Mobile Home Park (M-1P) zone is in agreement with the Imagine Lexington 2045 Comprehensive Plan's Goals and Objectives, for the following reasons:
   a. The request will increase the overall density of the site, which previously contained one single-family residence (Theme A, Goal #1.b).
   b. The proposal provides housing that addresses demand from low and medium income individuals (Theme a, Goal #5.e).
   c. The request provides for additional greenspace and new community recreational amenities (Theme A Goal#3.d).
   d. The request provides vehicular and pedestrian connections to existing stub streets, increasing circulation options within the neighborhood and providing a safer pedestrian experience (Theme A, Goal #3.b, Theme A Goal #4.c, Theme D, Goal #1.b).
2. The proposal is in agreement with the Policies of the 2045 Comprehensive Plan for the following reasons:
   a. The internal circulation network promotes a pedestrian friendly street pattern design (Theme A, Design Policy #1 and #5).
   b. The proposed roadway connections will make travel in the St. Martins Village neighborhood more efficient and provide improved emergency response times (Theme A, Design Policies #2 and #13).
   c. The expansion of the existing mobile home park increases density in a manner that is consistent with the low-density residential character of the area (Theme A, Density Policy #2). F
   d. The request provides housing opportunities for lower and medium income individuals (Theme A, Equity Policy #4).
3. The justification and corollary development plan are in agreement with the Development Criteria of the 2045 Comprehensive Plan.
   a. The proposed rezoning meets the criteria for Land Use, as the request increases density by increasing the number of dwelling units on the parcel, (A-DN2-1), and creates a safer, more accessible neighborhood through the expansion of pedestrian facilities and the connection to existing stub

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streets (C-LI7-1).

b. The proposed rezoning addresses the Transportation and Pedestrian Connectivity Development Criteria, as the proposed development connects existing stub streets (A-DS-13-1) to create additional connectivity for the subject property, as well as the adjoining neighborhood. The proposal provides for accessible connections to the nearby transit stop (A-DS1-2), and creates a dedicated pedestrian network that creates new connections to the local park and educational centers (A-DS10-1).

c. The proposed rezoning meets the criteria for Environmental Sustainability and Resiliency, as the development does not impact environmentally sensitive areas (B-PR2-1).

d. The request meets the requirements for Site Design, as the request provides an increase in the neighborhood oriented recreational space and amenities (A-DS9-1, D-PL4-1), and provides connections to existing stub streets (C-LI8-1).

e. The request meets the criteria for Building Form, as the proposed development utilizes sidewalks and landscaping to provide a development that creates a pedestrian-friendly atmosphere (A-DS5-3).

4. This recommendation is made subject to approval and certification of PLN-MJDP 24-00043: SUBURBAN POINTE PARK EXPANSION prior to forwarding a recommendation to the Urban County Council. This certification must be accomplished within two weeks of the Planning Commission's approval.

DAC/TLW
7/1/2024 Planning Services/Staff Reports/MAR/2024/PLN-MAR-24-00010 FAYETTE MHC, LP

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